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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

CD NO.

25X1

COUNTRY USSR (Moscow MD)

DATE DISTR.

14 Dec. 1949

SUBJECT Aircraft Engine Plant, formerly Plant No. 82, in  
Moscow-Tushino

NO. OF PAGES

2

PLACE  
ACQUIRED [REDACTED] 25X1NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO. [REDACTED]

SUPPLEMENT TO  
REPORT NO.

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1. Settlements area: The area was bordered by the rail-  
road line to MOSCOW and the TUSHINO railroad station  
on the south, by boggy terrain on the west and north,  
and the aircraft engine plant on the north and east.  
Dwellings for about 1,400 engineers and technical  
experts of the aircraft engine plant were being constructed  
here. Each house had accommodations for 12 families.
2. The only entrance to the aircraft engine plant was on  
the northeast. A three-story workshop, 165 x 600 feet,  
was completed in November 1948. The ground floor of  
this building was taken up by an engine room; on the  
other floors there were many small rooms with many  
electrical switch connections. This workshop has been  
lighted at night since January 1949.
3. The following observations were made in the plant  
during two visits:
  - a. Crankshafts, cog wheels, aluminium pistons for engines  
(diameter about 4 inches, height about 5 inches) were  
manufactured.
  - b. Large engines, more than five feet long with an  
unidentified number of cylinders. Twenty such engines  
were once seen on a freight car. Normally, 10 freight  
cars left the factory every week. It is not known  
whether 20 engines were loaded on each of these cars.

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25X1  Comment:

a. The statement on the construction of a new workshop in the northeastern part of the plant confirmed previous information .

b. The plant is chiefly a developmental and assembly plant, mostly for Diesel engines.

25X1 c.  much scrap was stored in the plant, and the arrival of Jordan engines was also repeatedly mentioned. It is possible that engines are also overhauled and cannibalized in the plant. This assumption would explain the large shipments of aircraft engines leaving the plant. A quantity production of aircraft engines in the amount of 150 to 200 per week seems improbable considering the size of the engines, their various types and the available work force.

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